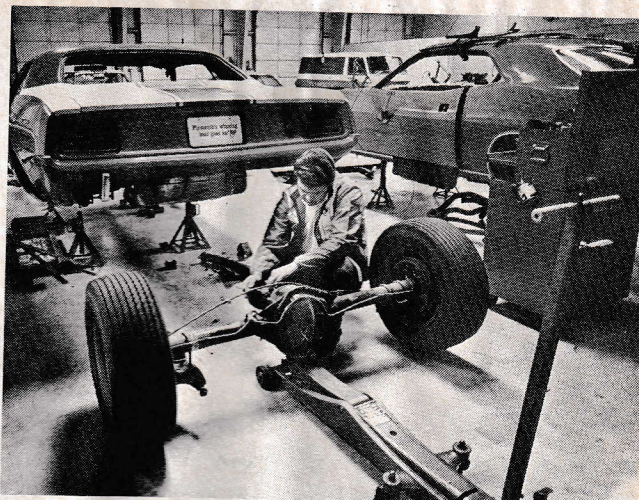
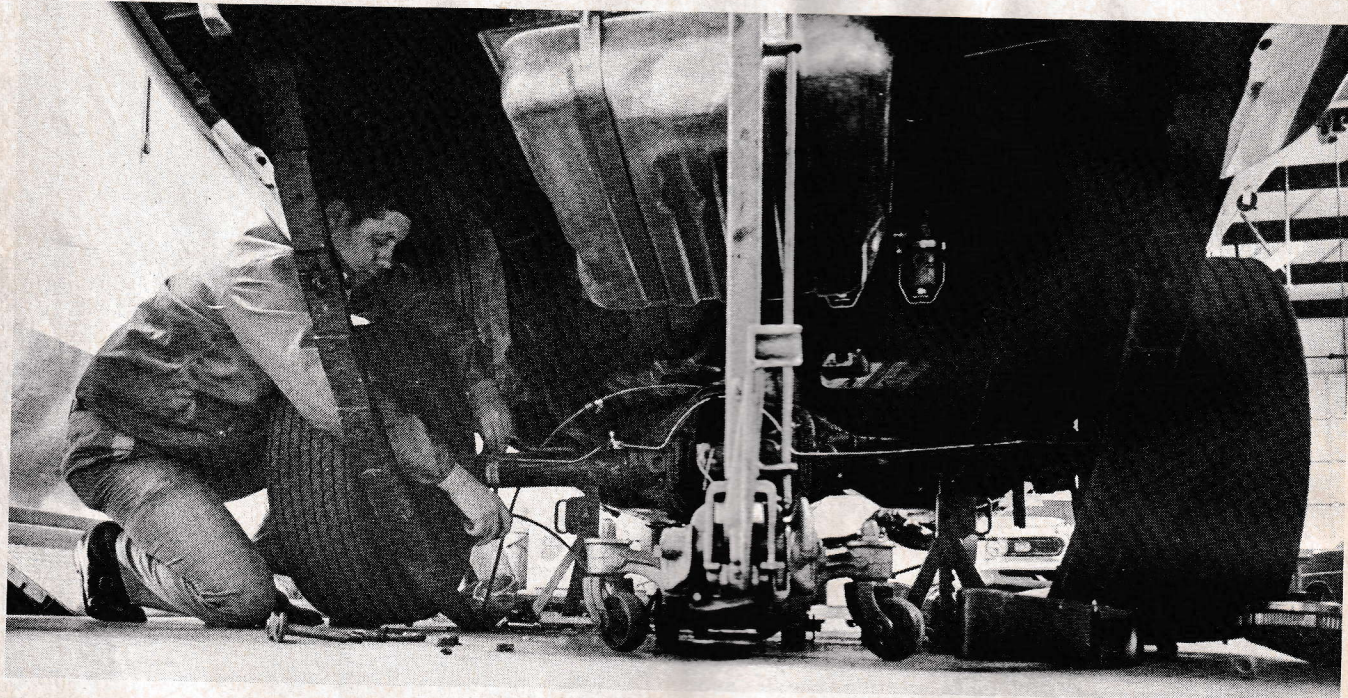




Stewart Warner fuel pump was mounted at rear near gas tank to insure maximum fuel supply. Hey, Ronnie & Buddy, what's that funny spring with the 'Made in Canada' sign doing on your match racer?



Sox & Martin crew get set to install Dana rear end equipped with 4.89 gears into '70 match racer. Chrysler heavy-duty shocks and S & M pinion snubber control rear action. Note funny little gas tank.



ENGINE

The "King Elephant" 426-cubic-inch Hemi engine in the 'Cuda is basically the same as a Sox & Martin super stock engine. Aluminum heads from a '65 model engine are used because of weight reduction. S & M stainless steel rings are now being used because of a problem with ring breakage in the high-compression engines now being run. An aluminum transmission housing and bellhousing (also from '65 models) cuts down weight even more. Hooker Headers featuring 2-1/8-inch tubing with adjustable collectors takes care of the functional exhaust system.

MISCELLANEOUS

Starting power is provided by a lightweight battery from a Plymouth Duster. Naturally, it is mounted in the right rear corner of the trunk. Ever weight conscious, Sox & Martin used aluminum bolts wherever possible. Excess bolts were ground off. Seating is provided by two stock '70

'Cuda high-backed bucket seats. The space normally occupied by the rear seat was carpeted to give a finished appearance.

Part of the basis for Sox & Martin obsession with weight on this car was that fiberglass components were not available at the time of construction. A & A Engineering, Atlanta, Ga., is presently producing fiberglass pieces for the '70 Barracuda, Challenger, Duster and Dart. Gene Anderson, owner, will have equipped the S & M 'Cuda with his fiberglass parts by the time you read this.

Finished weight of the car with all steel parts was 2980 pounds, ready to race. So, addition of fiberglass will make the 'Cuda very competitive on the match race circuit.

Ronnie and Buddy plan to use the car in AHRA Super Stock and NHRA Pro Stock as well as a match racer. From all indications they have come up with another winner. Initial sessions brought a time of 9.72 seconds at 140 mph on the second run. A new manifold and carburetors are being tested on the '70 match racer and hopefully will yield .2-second ET and three-to-four miles per hour more.

Sox & Martin are on their way again.